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इस्पात के सिलिंडर की रीति संहिता
भाग 5 द्रवित पेट्रोलियम गैस (एलपीजी)
(दूसरा पुनरीक्षण)

**Code of Practice for Steel Cylinders
for Compressed Gases**

Part 5 Liquefied Petroleum Gas (LPG)

(Second Revision)

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FOREWORD

This Indian Standard (Part 5) (Second Revision) was adopted by the Bureau of Indian Standards on recommendation of the Gas Cylinders Sectional Committee, had been approved by the Mechanical Engineering Divisional Council.

This standard was first published in 1976 and subsequently revised in 1984. In this revision necessary changes have been made for better implementation of this standard. Major changes are as follows:

- a) Reference standards have been updated;
- b) Reconditioning of cylinder and attachment has been introduced as per IS 13258; and
- c) Other general changes for smooth implementation of the standard.

Liquefied petroleum gases are hazardous if allowed to escape. The low viscosity of these gases compared to heavier petroleum fractions greatly aggravates the problem of containing them. To handle them as liquids they should be confined under pressure or be held at low temperature or both.

If the liquid leaks from a cylinder, it vaporizes quickly, mix with air and probably develop a flammable mixture. The hazard here is increased because most liquefied petroleum gases are heavier than air and spreads along the ground where there are many possible sources of ignition.

Manufacturers, fillers and users of the gas cylinders covered by this standard should be familiar with the precautions laid down in this standard in order to ensure safe and efficient operating conditions. For general information on LPG and other gases conveyed in cylinders, SP 9 : 1978 'Technical data sheet for gases conveyed in cylinders', may also be referred.

This Indian Standard is published in many parts. The other parts in this series are: Part 6 Liquefied chlorine gas

Part 7 Ammonia gas

Part 8 Common organic refrigerant gases

Part 9 Sulphur dioxide gas

Part 10 Methyl bromide gas

Part 11 Methyl chloride gas

Part 12 Gases for medical use

Other related standard to this series is IS 8198 : 2004 'Steel cylinders for compressed gases (atmospheric gases, hydrogen, high pressure liquefiable gases and dissolved acetylene gases) — Code of practice'.

In LPG trade, 'Industrial Installations' generally refer to the installations at factories and the 'Commercial Installations' relate to the larger type of catering establishments, such as hotels, restaurants and canteens. In these applications, the LPG installations generally consist of a large number of cylinders and are handled by relatively unskilled workers.

Separate Indian Standards for such installations IS 6044 (Part 1) : 2018 'Liquefied petroleum gas storage installations — Code of practice: Part 1 Residential, commercial and industrial cylinder installations (*third revision*)' and IS 6044 (Part 2) : 2001 'Code of practice for liquefied petroleum gas storage installations: Part 2 Commercial, industrial and domestic bulk storage installations' have been prepared for the guidance of consumers.

Manufacture, possession and use of liquefied petroleum gas when contained in cylinders is regulated under the Gas Cylinder Rules and LPG Control Order of the Government of India as amended from time to time. Although this standard has been prepared in consultation and agreement with the statutory authorities under these rules, should anything in the standard conflict with the provisions of Gas Cylinders Rules or the LPG Control Order, the latter shall be adhered to.

The composition of the Committee responsible for the formulation of this standard is given in Annex B.

*Indian Standard***CODE OF PRACTICE FOR STEEL CYLINDERS FOR
COMPRESSED GASES****PART 5 LIQUEFIED PETROLEUM GAS (LPG)***(Second Revision)***1 SCOPE**

This standard (Part 5) covers filling, inspection, testing and maintenance of portable steel cylinders for the storage and transportation of liquefied petroleum gas in cylinders exceeding 500 ml water capacity.

2 REFERENCES

The standards listed below contain provisions which, through reference in this text, constitute provisions of this standard. At the time of publication, editions were valid. All standards are subject to revision, and parties to agreements based on this standard are encouraged to investigate possibility of applying the most recent editions of the standards indicated below:

<i>IS No.</i>	<i>Title</i>
3196 (Part 1) : 2013	Welded low carbon steel cylinders exceeding 5 litres water capacity for low pressure liquefiable gases: Part 1 cylinders for liquefied petroleum gases (LPG) — Specification (<i>sixth revision</i>)
3710 : 1978	Filling ratios for low pressure liquefiable gases contained in cylinders (<i>first revision</i>)
4379 : 2021	Identification of the contents of industrial gas cylinders (<i>second revision</i>)
4576 : 2021	Liquefied petroleum gases — Specification (<i>fourth revision</i>)
5903 : 2014	Requirement of safety devices for gas cylinders — Specification (<i>first revision</i>)
7142 : 1995	Welded low carbon steel cylinders for low pressure liquefiable gases not exceeding 5 litre water capacity — Specification (<i>first revision</i>)

*IS No.**Title*

7241 : 1981	Glossary of terms used in gas cylinder technology (<i>first revision</i>)
8737:2017	Valve fittings for use with liquefied petroleum gas (LPG) Cylinders for more than 5 litre water capacity — Specification (<i>second revision</i>)
9200 : 1988	Methods of disposal of unserviceable compressed gas cylinders (<i>first revision</i>)
9798 : 2013	Low pressure regulators for use with liquefied petroleum gas (LPG) — Specification (<i>second revision</i>)
13258 : 2014	Welded low carbon steel cylinders exceeding 5 litre water capacity for low pressure liquefiable gas — Requirements for inspection and reconditioning of used LPG cylinders (<i>first revision</i>)
16054 : 2013	Periodic inspection and testing — Welded low carbon steel cylinders exceeding 5 litre water capacity for liquefied petroleum gas (LPG) — Code of practice

3 TERMINOLOGY

For the purpose of this standard, the terminology given in IS 7241 shall apply.

4 APPROVED SPECIFICATIONS FOR MANUFACTURE

The cylinders used for the storage and transportation of liquefied petroleum gas (LPG) shall conform to one of the specifications approved by the statutory authority. A list of approved specifications is given in Annex A.

5 FILLING

5.1 Inspection Before Filling

Before filling any cylinder, the filler shall subject it to a thorough examination to ensure that:

- a) The cylinder is manufactured to a specification approved by the statutory authority;
- b) The cylinder is not due for retesting as required under 7;
- c) All statutory requirements in respect of markings, valve fittings and painting are complied with;
- d) The valve and its parts including outlet threads are in good condition; and
- e) The cylinder does not have excessive dents (*see* IS 13258).

5.2 Empty cylinders which have been involved in a fire should not be refilled. They should be carefully inspected by a competent person to assess the damage, if any, caused to the cylinders by the fire; and also to advise the repairs to cylinders, if required (*see* IS 13258).

5.3 Filling Ratio

Cylinders for liquefied petroleum gas shall not be filled in excess of the filling ratio specified by the statutory authority [*see* IS 3710] based on the design of the cylinder and the chemical composition of LPG being filled. The amount of gas charge into the cylinder shall be determined by weighing. The weight shall be checked after the cylinder has been disconnected from the charging line.

5.4 Leakage

All cylinders shall be carefully examined for leaks after filling. Leaky cylinders shall be emptied in approved safe location and inspected for cause of leakage.

5.4.1 All the cylinders shall be depressurised to atmospheric pressure in a safe manner by using suitable adapters. Facilities for de-pressurising of the cylinders must be as per CCOE guidelines and approved by CCOE.

5.4.2 The gas shall be cold flared by using a suitable adopter connected to a header. The gas so collected in the headers shall be finally vented through a piping above the roof level.

5.4.3 The operation shall be carried out in an open space away from any building or drains with minimum 10 metres clear distance around the cylinder and where the escaping gases shall disperse into the air without creating a hazard or constituting a public nuisance. Care shall always be taken to insure that no sources of ignition, of whatsoever nature, are brought into the cordoned area. Apart from excluding entry of all sources of ignition it shall be ensured that no sparks

are created by tools, shoe nails, etc, striking metallic or concreted surfaces.

The valve shall be removed carefully after ensuring complete depressurization. Degassing to be carried out in CCOE approved site. Cylinders shall be degassed by purging the same by inert gas, steam or by filling water till it overflows. The water shall be retained for not less than one hour to ensure that entire vapor or gas remaining in the cylinder comes out.

5.4.4 All cylinders received without residual gas shall be either purged or evacuated at the filling plant before filling with LPG.

5.4.5 Before a cylinder leaves any filling station, the filler shall ensure that the cylinder is not leaking from any part and valve and the cylinder is in order in all respects.

6 MARKING AND LABELLING

6.1 Marking

Liquefied petroleum gas cylinders shall have the following markings in letter/figure, permanently stamped on them, either at footing or on any non-pressure part of the cylinder:

- a) Serial number and identification of owner and manufacturer;
- b) Specification to which cylinder has been manufactured;
- c) Maximum working pressure;
- d) Test pressure, month or quarter and year of last hydrostatic test;
- e) Tare of cylinder, (It shall be the weight of empty cylinder with valve fitted, but excluding cylinder cap and safety cap);
- f) Water capacity in litres; and
- g) Inspector's official mark.

6.2 Colour Identification

Each cylinder shall be painted in accordance with the requirements of standards mentioned in Annex A, IS 4379, in use, or, if required, in accordance with the regulations indicated in the Red Tariff for conveyance by rail of explosives and other dangerous goods published by Indian Railway Conference Association.

7 PERIODIC INSPECTION AND TESTING

7.1 Cylinders are subjected to periodic inspection and testing to ensure that they are safe for further use. In the case of LPG, the periodic inspection interval shall be as per PESO norms. The periodic testing shall be done as per IS 16054.

7.2 Periodic inspection shall also be carried out on cylinders whenever special circumstances necessitate

it, as for instance, when the cylinder shows a serious damage or is exposed to fire.

8 RECONDITIONING OF CYLINDERS AND ATTACHMENTS

8.1 General

Reconditioning and inspection of cylinders shall be undertaken by organizations approved by the statutory authority. It shall be done as per IS 13258.

8.2 Cylinders shall always be checked to ensure that they are gas-free before hot work is carried out.

9 VALVES AND PRESSURE REGULATORS

9.1 Valve Fittings

Valve fittings used on LPG cylinders shall conform to IS 8737. The part of the valve in contact with the contents of the cylinder shall be of metal which does not react with the gas and shall be capable of withstanding the test pressure of the cylinder.

9.2 Pressure Regulators

Pressure regulators used on LPG cylinders shall conform to IS 9798.

10 HANDLING, USE, STORAGE AND TRANSPORTATION

10.1 Handling and Use

10.1.1 Those responsible for the handling and use of cylinders should understand the characteristics of LPG [see IS 4576] and it is essential that they be trained in good practices relating to their job.

10.1.2 As empty cylinders are not in fact truly empty but contain LPG vapour, their handling and storage shall, in general, be subjected to the same considerations as for full ones.

10.1.3 Cylinders represent a very heavy capital outlay, and their life depends almost entirely on the care with which they are handled and stored at all times. Cylinders shall, therefore, be well cared for.

10.1.4 Cylinders shall not be rolled on their sides but shall always be carried or rolled on their footings.

10.1.5 Before cylinders are handed over for transportation, it shall be ensured that the cylinders are not leaking from any part and valve. Also it shall be ensured that the valve outlet is fitted with a safety cap and that the valve is in order in all respects.

10.1.6 Cylinders shall not be handled in any way which shall cause the seal to break before the cylinder is required for connecting up.

10.1.7 Cylinders shall not be dropped.

10.1.8 Cylinders shall always be used in an upright position, and be so placed that they cannot be knocked over. Open flames, lights, lighting of fires and smoking shall be prohibited in close proximity of any cylinder containing liquefied petroleum gas, except those while in use for welding, cutting or heating.

10.1.9 Unless proper means of attaching rope or chain slings are provided, slings shall not be used in the handling of cylinders. Magnetic devices shall not be used for lifting.

10.1.10 When cylinders have to be vented, the operation shall be carried out in the open, under the supervision of a competent person, taking the necessary safety precautions.

10.2 Storage

10.2.1 Full and empty cylinders shall be stored only in places constructed in accordance with statutory rules.

10.2.2 Cylinders shall always be stored with, valve protection caps, where provided, in position.

10.2.3 Cylinders shall only be stored as mentioned in Gas Cylinder Rules.

10.2.4 Cylinders shall not be stored near corrosive substances or vapours.

10.2.5 Cylinders shall not be stored in positions or places where they are liable to become overheated, for example, near boilers.

10.2.6 Cylinder storage places shall be adequately ventilated at floor level and at eaves level.

10.2.7 Empty cylinders which have not been made gas-free shall be kept inside approved storage sheds.

10.2.8 Cylinders shall be stored on solid floors; alternatively, the space beneath the flooring shall be adequately ventilated to the open air and not to any other room or compartment.

10.2.9 Cylinder storage spaces shall be kept clean at all times in order to prevent the accumulation of combustible material. Particular attention shall be given to ventilating apertures to prevent their becoming blocked.

10.2.10 All doors or gates giving direct access to the cylinder storage shall open outwards.

10.2.11 Adequate precautions shall be taken to prevent unauthorized persons from having access to LPG cylinders kept in the storage shed or storage areas.

10.2.12 Vehicles not specifically designed or adapted for operation in flammable atmospheres shall be forbidden from entering inside storage compartments or from approaching nearer than two metres from cylinder stacks in outdoor storage.

10.2.13 Smoking and the use of naked flames, etc, in storage spaces, whether indoor or outdoor, shall be prohibited. Further a notice to this effect shall be permanently and prominently displayed immediately adjacent to any means of access to the storage space.

10.2.14 If artificial lighting is used in the store or storage space, it shall be electric. Any electric fitting shall be of the flame-proof type and wiring shall be in robust conduit to protect it from damage.

No storage shed shall be opened and no handling of LPG cylinders shall be permitted between sunset and sunrise except where approved lighting is exclusively used.

10.2.15 If any accident, fire or explosion occurs involving the cylinder which is attended with loss of life or serious injury to person or property, this shall be immediately reported as required under the Gas Cylinders Rules.

10.2.16 *Methods of Stacking*

10.2.16.1 When LPG cylinders are stacked horizontally they shall be restrained (wedged) to prevent their rolling apart due to the weight of the stack or due to the removal of any cylinder. Only empty cylinders which are completely free of gas can be stacked horizontally.

10.2.16.2 A gangway as mentioned in *Gas Cylinder Rules* (60 cm) shall be always maintained to permit access and manoeuvring of cylinders between stacks of single or double rows and between stacks and the walls of indoor storage compartments.

10.2.16.3 Empty cylinders with valves which incorporate safety relief devices should be piled vertically.

10.3 Transportation

10.3.1 Every vehicle on which LPG cylinders are transported shall be of strong construction with sides and back of adequate height and shall be maintained in good condition.

10.3.2 Every vehicle while engaged in the transport of LPG cylinders shall be constantly attended to by at least one person. The attendants shall have basic knowledge of fire hazards attached to LPG cylinders.

10.3.3 The speed limit of the vehicle shall not exceed 50 km/h. If a lower limit is imposed by the State Transport Authority, it shall be observed.

10.3.4 No LPG cylinders shall be carried in public service vehicles carrying passengers, and no other goods shall be permitted on vehicles carrying LPG cylinders.

10.3.5 A suitable dry powder or carbon dioxide type of fire extinguisher shall be provided on the vehicles used for carriage of LPG cylinders.

10.3.6 No person in a vehicle carrying LPG cylinders shall smoke, and no fire or other source of ignition shall be permitted in the vicinity of the vehicle.

10.3.7 LPG cylinders shall be so transported as not to project in the horizontal plane beyond the sides of ends of the vehicle in which they are transported.

There shall be no sharp projection on the inside of the vehicle and adequate measures shall be taken to prevent cylinders falling off the vehicle and being subjected to rough handling, excessive shocks or local stress.

10.3.8 Cylinders transported in the vehicles shall be blocked or braced and be so secured as to prevent movement or falling down. In no case cylinders shall be so loaded into vehicles that they may bounce or may strike each other or other objects.

10.3.9 When cylinders are transported by rail, this shall be done in accordance with the Railway Red Tariff Rules.

10.3.10 No lifting magnet or hook shall be used in loading or unloading of cylinders.

10.3.11 Every cylinder containing LPG when transported, shall have its valve protected against damage in a suitable manner, unless it is securely packed in a box or crate.

10.3.12 During transportation of cylinders, vehicles shall be parked in safe areas.

10.3.13 Cylinders shall be stacked in vertical position during transportation. Only empty cylinders shall be stacked horizontally. and the maximum height of the stack shall be governed by consideration of the weight that a cylinder in the bottom tier is able to withstand.

11 DISPOSAL OF CONDEMNED CYLINDERS

11.1 Cylinders including the attachments, such as footrings and handle rings which do not comply with the requirements of inspection and testing and which have been rejected and recommended to be destroyed shall be disposed of in accordance with IS 9200.

11.2 History sheets of such cylinders shall be closed and kept on record for period of one year.

12 GENERAL

12.1 The jointing compound used at different joints in the system shall be of a type which is resistant to LPG (In any joint in which the thread provides a gas-tight seal, jointing compound shall be used.

12.2 In using the code, IS 4576, which lists the various types of LPG generally marketed in India, shall be borne in mind.

12.3 Safety devices, if used, shall be of approved design (*see* IS 5903).

ANNEX A

(Clause 4.1)

LIST OF APPROVED SPECIFICATIONS

A-I The list of specifications approved by the statutory authority for use in India is given below:

IS 3196 : 2013 Welded low carbon steel cylinders exceeding 5 litres water capacity for low pressure liquefiable gases: Part 1 Cylinders for liquefied petroleum gases (LPG) — Specification (*sixth revision*)

IS 7142 : 1995 Welded low carbon steel cylinders for low pressure liquifiable gases not exceeding 5 litre water capacity — Specification (*first revision*)

NOTE — The list is not comprehensive as new specifications are added from time to time. Up-to-date information on the subject can be had from the Chief Controller of Explosives, Nagpur.

ANNEX B*(Foreword)***COMMITTEE COMPOSITION**

Gas Cylinder Sectional Committee, MED 16

<i>Organization</i>	<i>Representative(s)</i>
Petroleum And Explosive Safety Organization, Nagpur	SHRI M. K JHALA (Chairman) SHRI V. K. MISHRA (<i>Alternate I</i>) SHRI JAMUNALAL ROUT (<i>Alternate II</i>)
All India Industrial Gases Manufacturers Association, New Delhi	SHRI SAKET TIKU SHRI K. R SAHASRANAM (<i>Alternate</i>)
Ashok Leyland Limited, Chennai	SHRI VED PRAKASH GAUTAM SHRI FAUSTINO V. (<i>Alternate</i>) SHRI SUCHISMITA CHATTERJEE (<i>Young Professional</i>)
Bharat Petroleum Corporation Ltd, Mumbai	SHRI MANEESH PATNEY SHRI SUDIPTA SARKAR (<i>Alternate</i>)
Bhiwadi Cylinders Pvt Ltd, New Delhi	SHRI MANVINDER SINGH SHRI RAJNEESH CHOPRA (<i>Alternate I</i>) SHRI SUNIL K. DEY (<i>Alternate II</i>)
LINDE India Ltd, Kolkata	SHRI RAMANA VUTUKURU SHRI PARDEEP (<i>Alternate</i>)
Everest Kanto Cylinder Ltd, Mumbai	SHRI GHANSHYAM GOYAL SHRI A. K. KHAMKAR (<i>Alternate I</i>) SHRI A. S. V. S. PRASAD (<i>Alternate II</i>)
Gujarat Gas Ltd, Surat	SHRI RAVI RAVIPALLI
Hindustan Petroleum Corporation Ltd, Kolkata/Mumbai	SHRI DEBASHISH CHAKRAVERTY SHRI DILIP KUMAR RAY (<i>Alternate I</i>) SHRI SIVA SHANKAR (<i>Alternate II</i>) SHRI MANIKANDAN M. (<i>Young Professional</i>)
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Indraprastha Gas Limited, Delhi	SHRI UJWAL BHANDARI SHRI SUSHIL KUMAR (<i>Alternate</i>) SHRI AVIRAL RAJEEV (<i>Young Professional</i>)
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Inox India Limited, Vadodara	SHRI DEEPAK V. PATWARDHAN SHRI DEEPAK V. ACHARYA (<i>Alternate</i>)
Kabsons Gas Equipments Ltd, Hyderabad	SHRI SATISH KABRA SHRI S. GOPALAIAH (<i>Alternate</i>)
Kosan Industries Ltd, Mumbai/Surat	SHRI GIRISHBHAI K. DESAI SHRI S. B. BOLMAL (<i>Alternate</i>)
LPG Equipment Research Centre, Bengaluru	SHRI NARESH GERA SHRI A. K. BERA (<i>Alternate</i>)
Mahanagar Gas Limited, Mumbai	SHRI S. MURALI SHRI MILIND M. RANADE (<i>Alternate</i>) SHRI SACHIN GUMASTE (<i>Young Professional</i>)

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<i>Organization</i>	<i>Representative(s)</i>
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Society of Indian Automobile Manufacturers, New Delhi	SHRI K. K. GANDHI SHRI AMIT KUMAR (<i>Alternate</i>)
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SHRI CHANDAN GUPTA
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